National Transportation Safety Board
Factual Data Collection Report of Accident

NYC07CA074

Aircraft Reg No: N323RW
Most Critial Injury: None

Location/Time

Nearest City/Place: Marshfield, MA
Occurrence Date: 03/09/2007
Occurrence Time: 1000 EST

Flight Itinerary

Last Depart. Point: Syracuse, NY
Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Mooney / M20R
Serial Number: 29-0306
Landing Gear: Retractable - Tricycle
Engine Type: Reciprocating
Engine Make/Model: Continental / IO-550-G6
Aircraft Damage: Destroyed
Aircraft Fire: Ground

Operator Information

Registered Acft Owner: Willowbank Company LLC
Operator of Aircraft: Willowbank Company LLC
Operator Address: Syracuse, NY
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land

Instrument Ratings: Airplane
Medical Cert: Class 3
Date of Last Med. Exam: 09/2006

Flight Time (Hours)

Total All Aircraft: 930
Total Make/Model: 372

Injury Summary

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

According to the pilot of the Mooney M20R, he entered the downwind leg of the traffic pattern and slowed the airplane to 90 knots. The pilot then lowered the flaps, turned onto the base and final leg of the traffic pattern, and again increased the flap setting. The airplane touched down immediately past the runway numbers at a speed of 70 knots. The pilot then applied the brakes, and at approximately mid-field, it became difficult for him to maintain directional control, and the airplane "pulled severely to the left." He then initiated a go around by applying full power and raising the nose of the airplane to establish a positive rate of climb. The airplane then struck the airport perimeter fence and a large rock, separating the left wing and igniting a fire. Two witnesses, one a pilot and the other a flight instructor, both observed the airplane during the landing approach. They both reported seeing the airplane approach the runway, before it disappeared from view behind a row of hangars. When they next saw the airplane, it appeared traveling "fast," and was "trailed by tire smoke." The airplane then departed the runway surface, and the engine sound increased to "full power." The witnesses lost sight of the airplane behind terrain, but observed a "large ball of flames" moments later. Examination of the runway surface revealed skid marks that began about 1,000 feet beyond the threshold of the 3,001-foot long runway, which continued for about 1,600 feet before departing the left side of the runway surface. Marks in the turf continued from where the skid marks left the runway, through the airport perimeter fence, and toward where the airplane came to rest. Examination of the wreckage revealed that the airplane, including both main landing gear, was consumed by a post-impact fire.